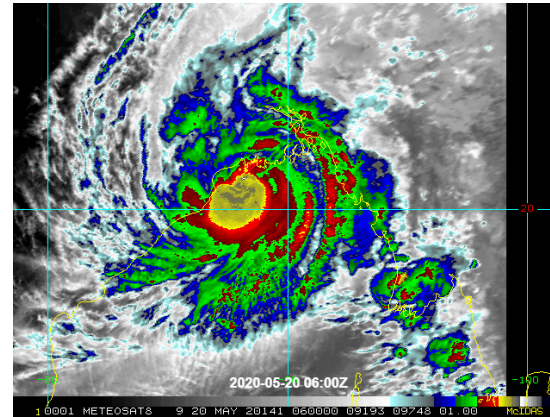
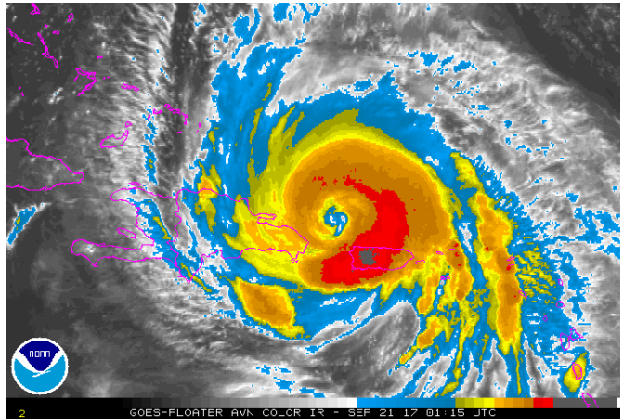


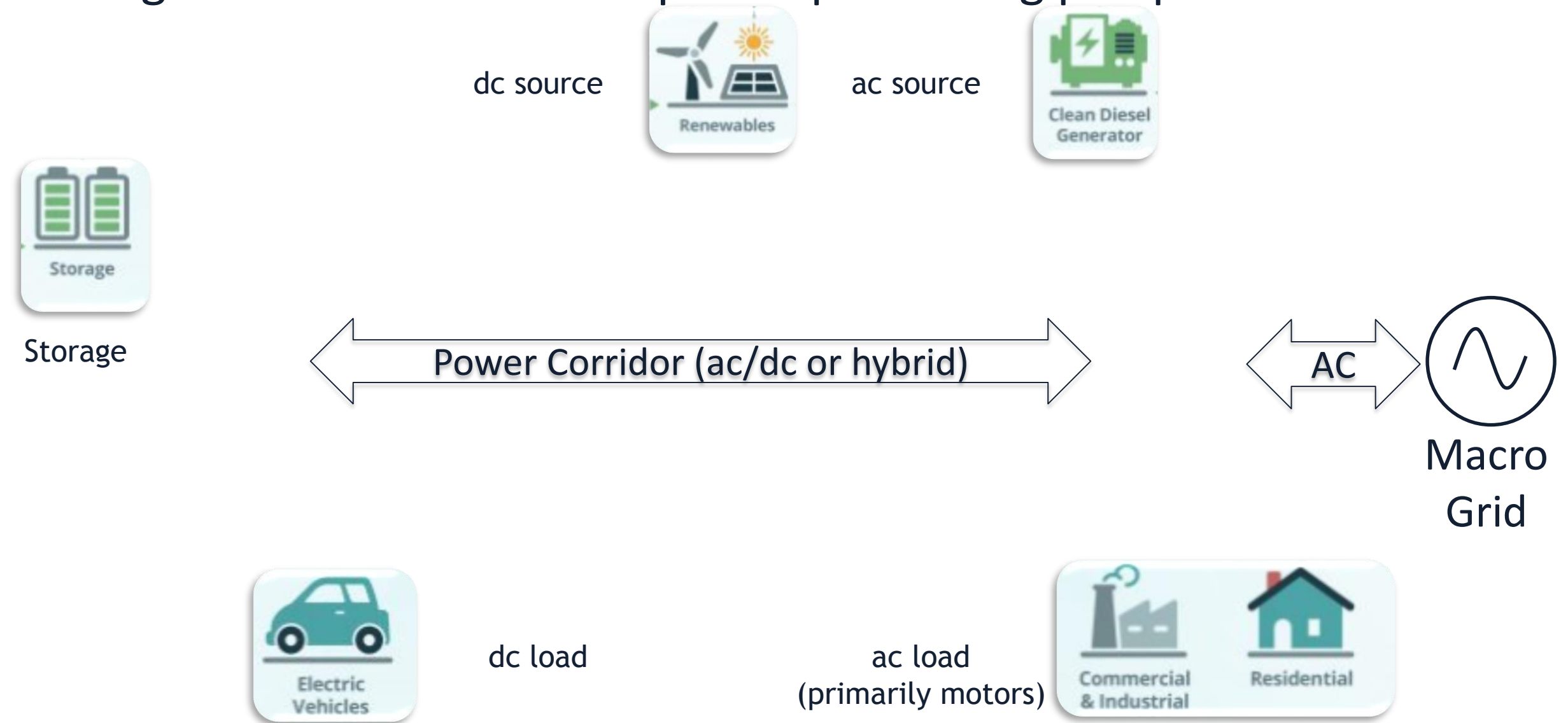
# Differential-Power-Processing-Based Microgrid Architectures using Control Co-design



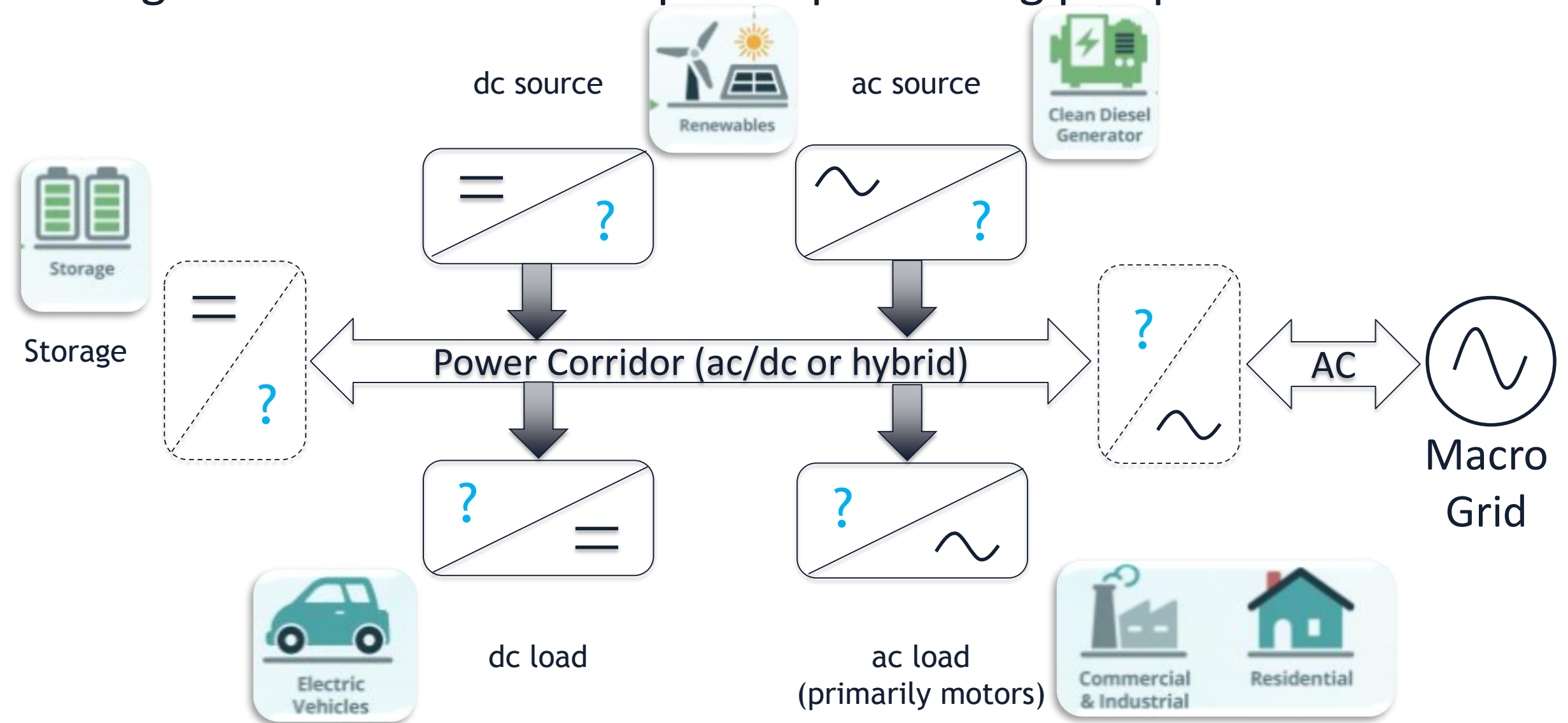
Dr. Arijit Banerjee



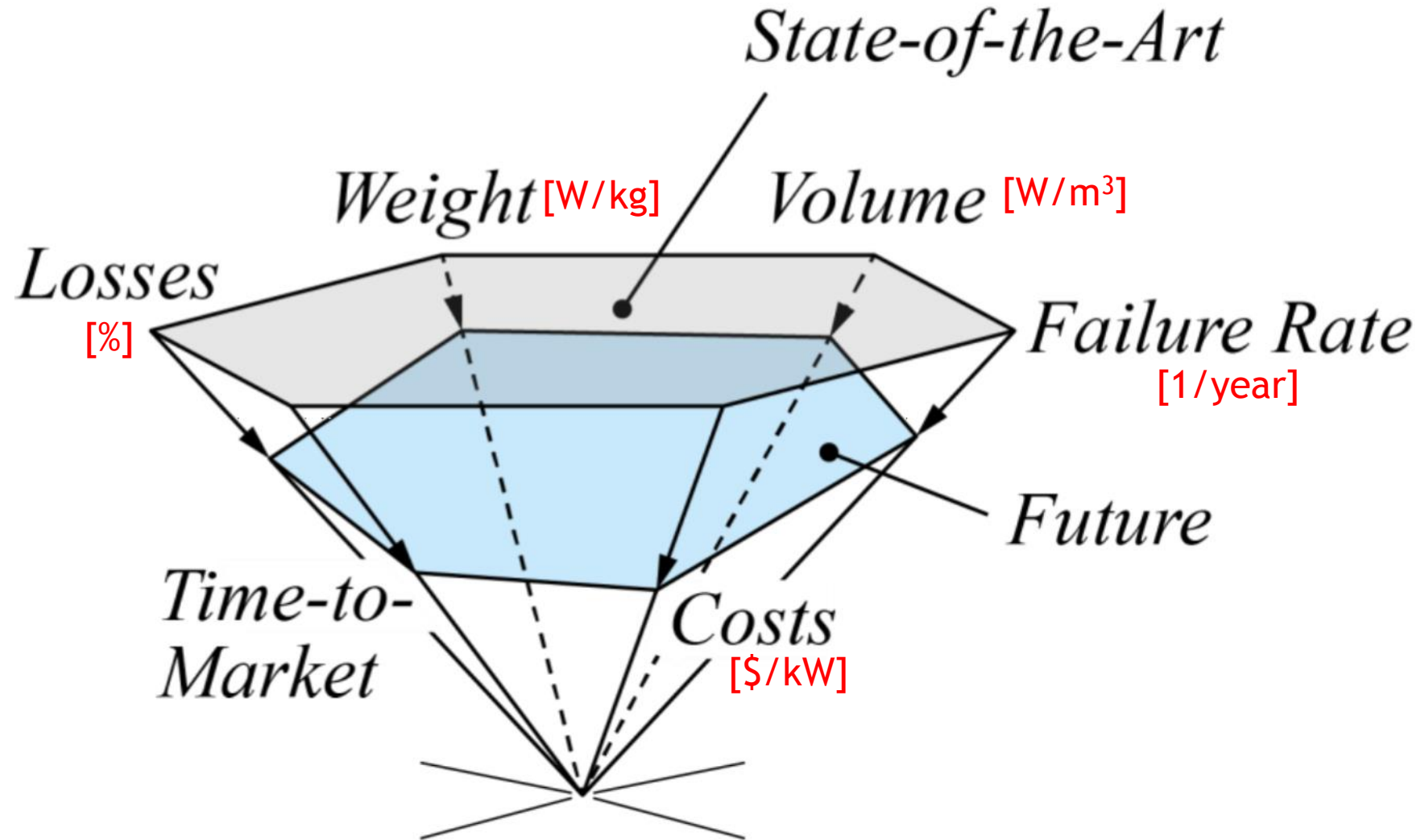
# Microgrid abstraction from a power processing perspective



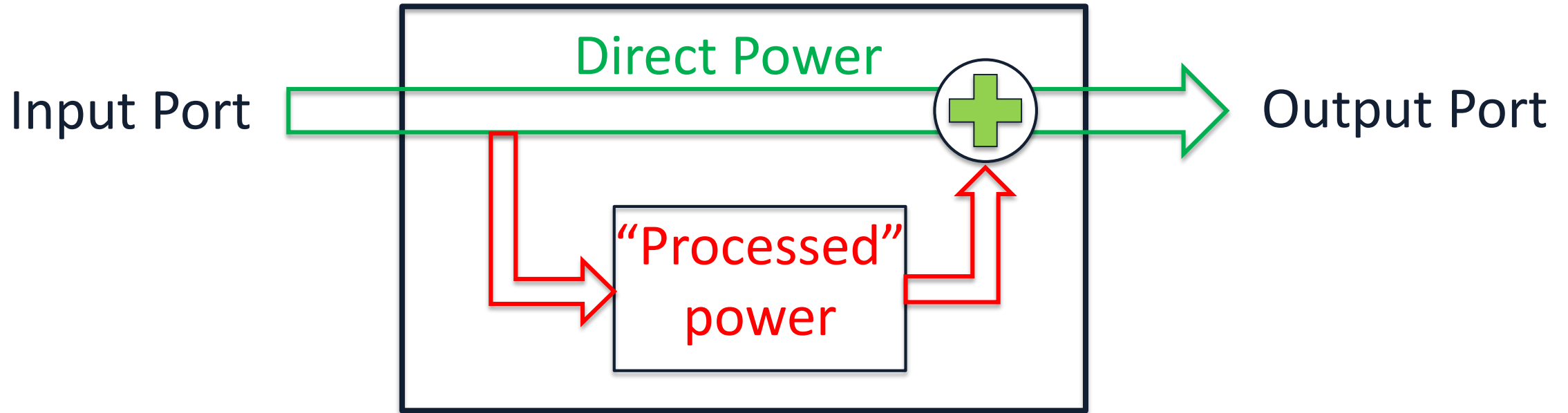
# Microgrid abstraction from a power processing perspective



# Objective: Improve performance metrics for the power electronics

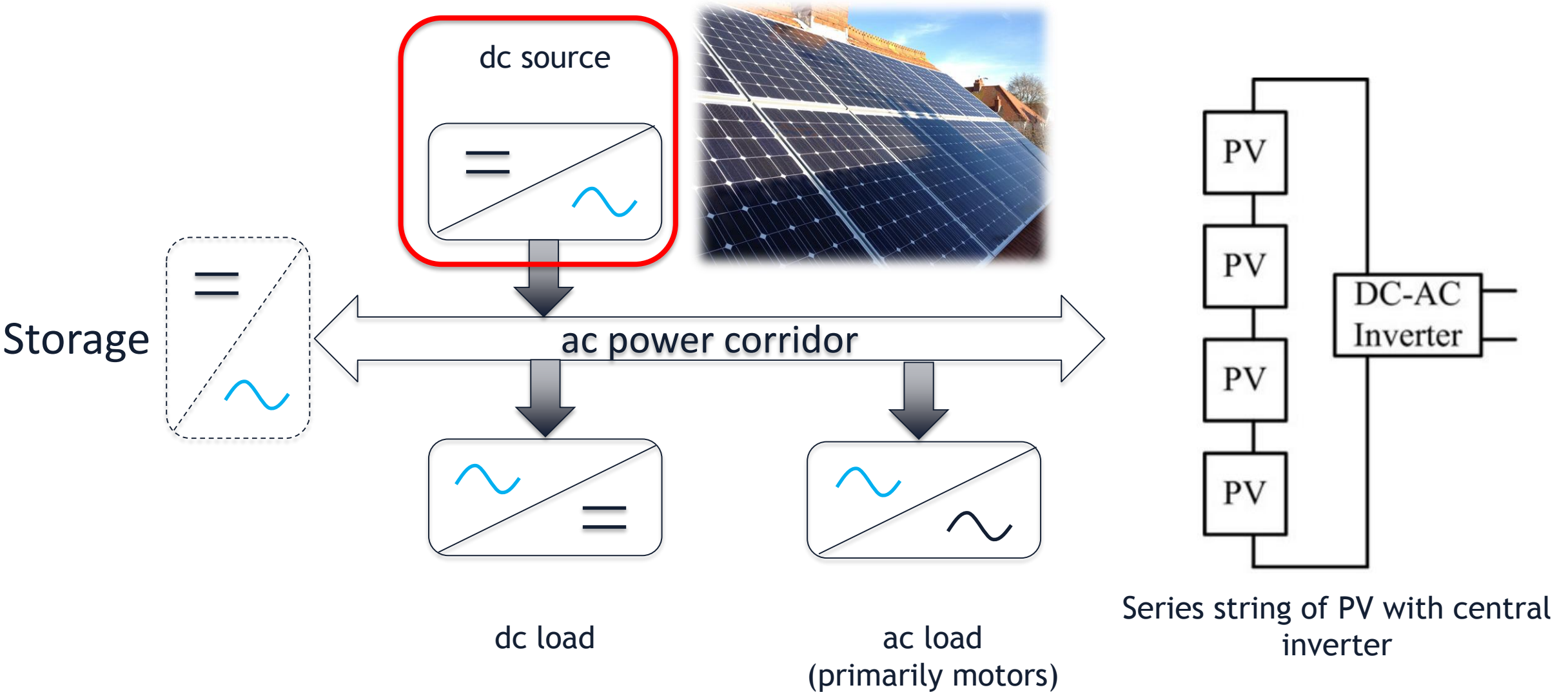


# Fundamental limit: Differential power processing

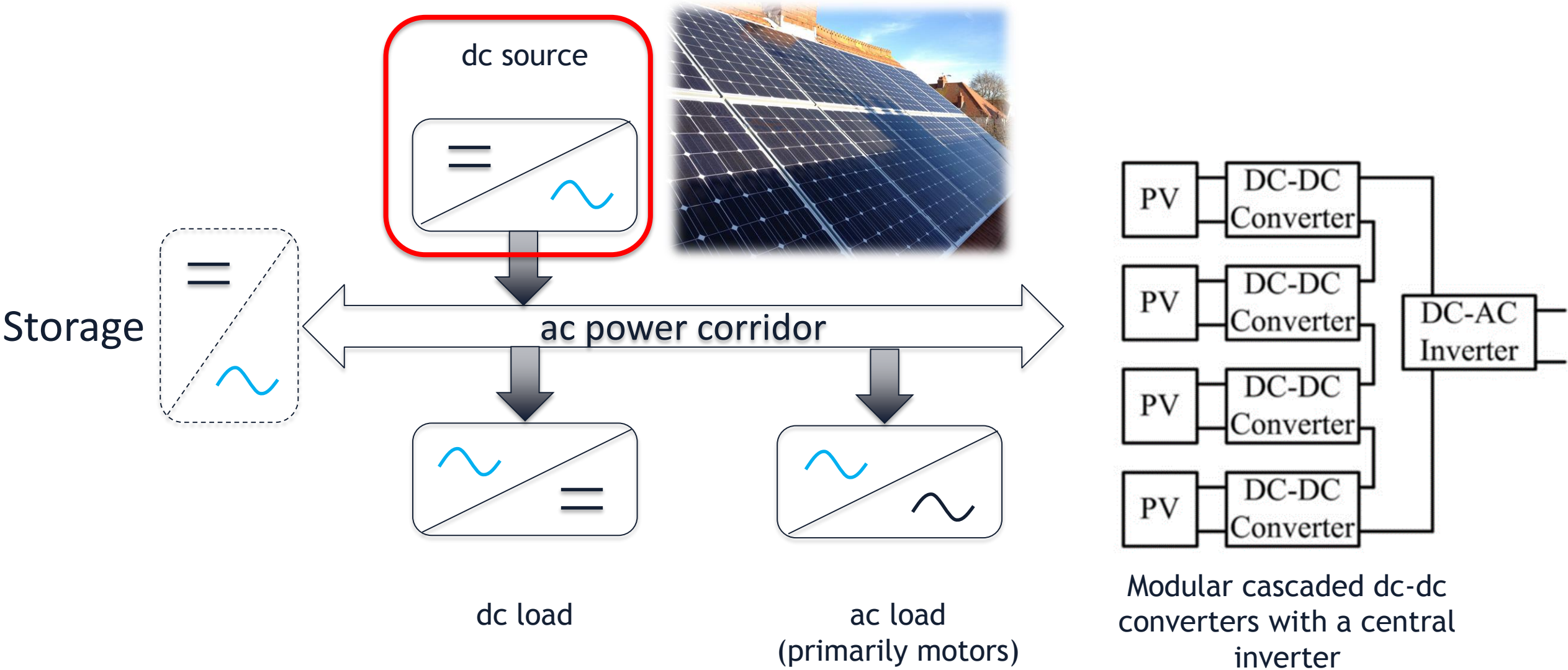




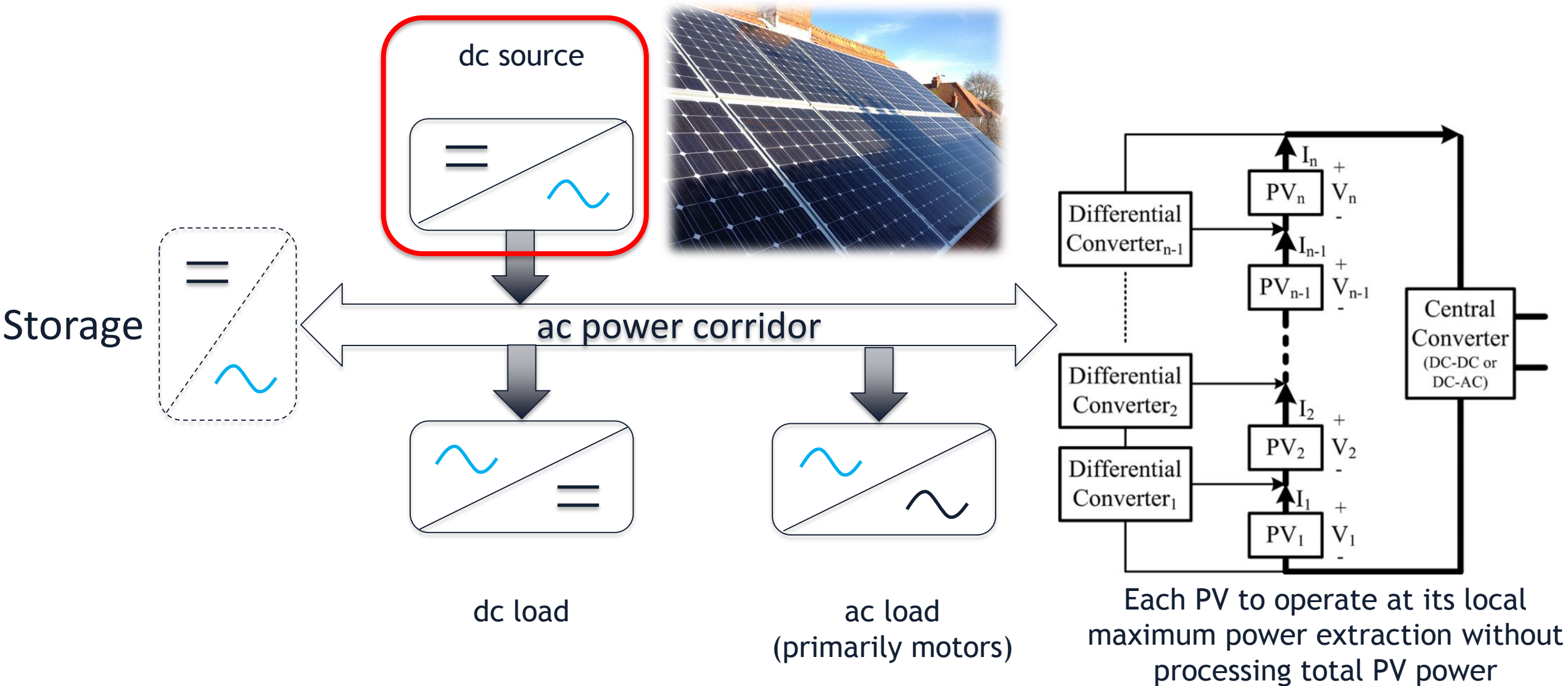
# Example 1: Differential power processing for solar + ac power corridor



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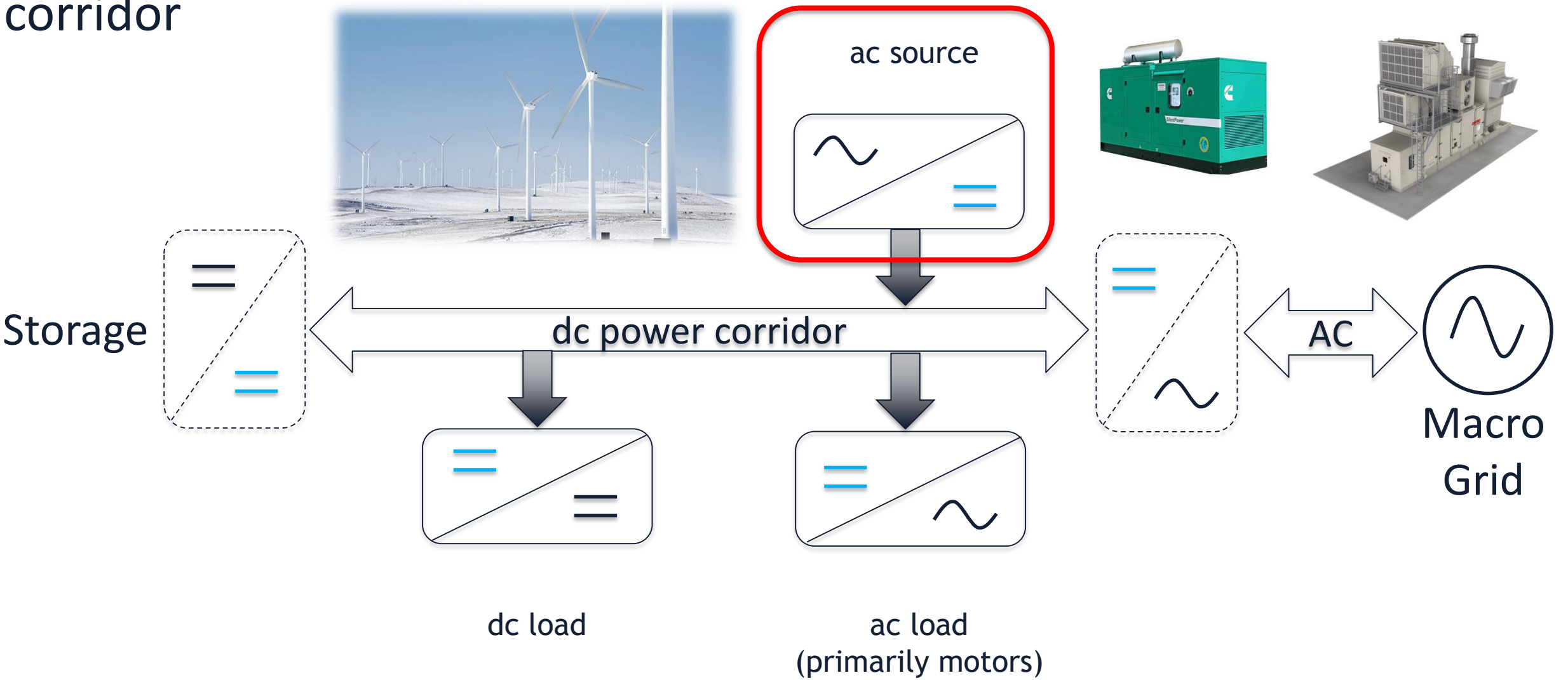


# Example 1: Differential power processing for solar + ac power corridor

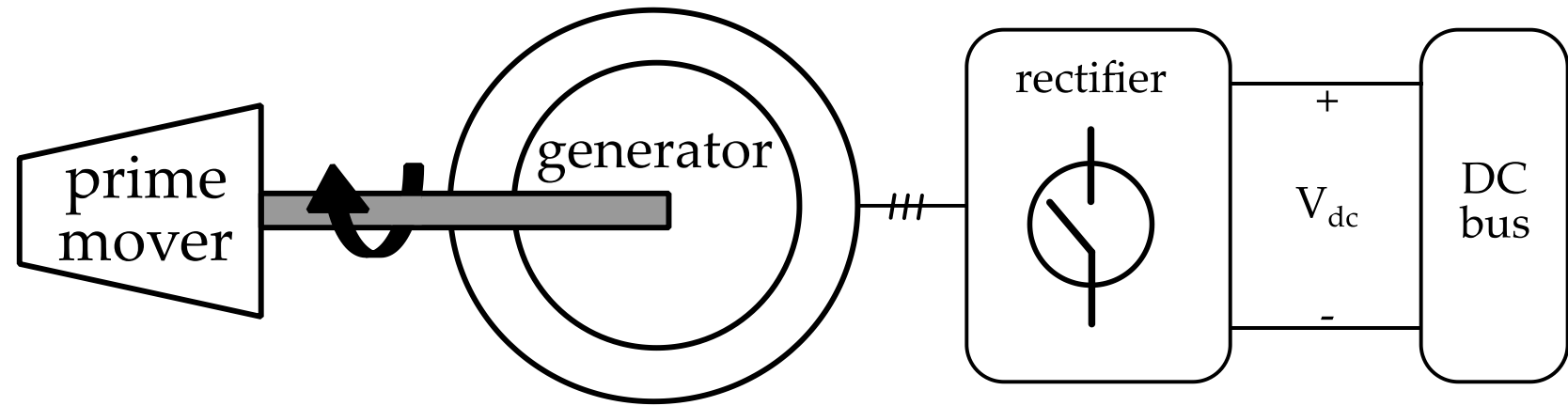
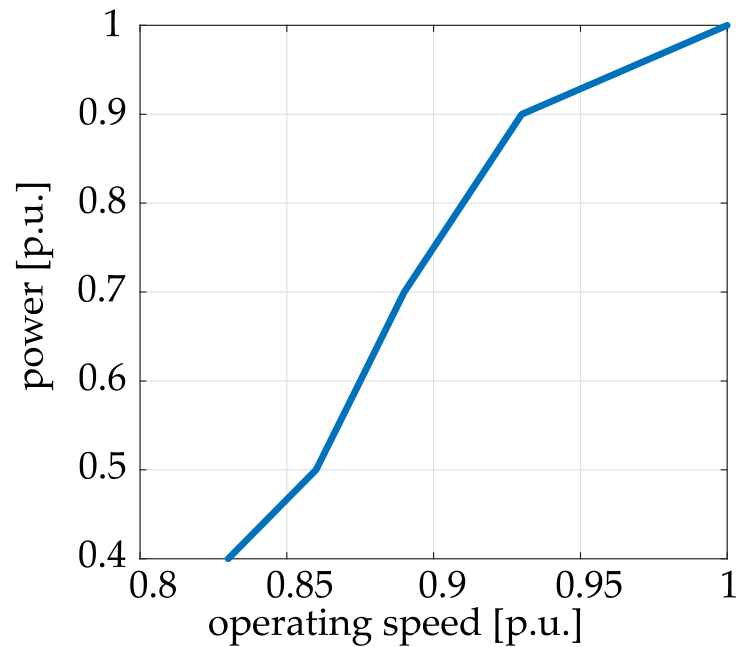




# Example 2: Differential power processing for gas/wind turbine + dc power corridor

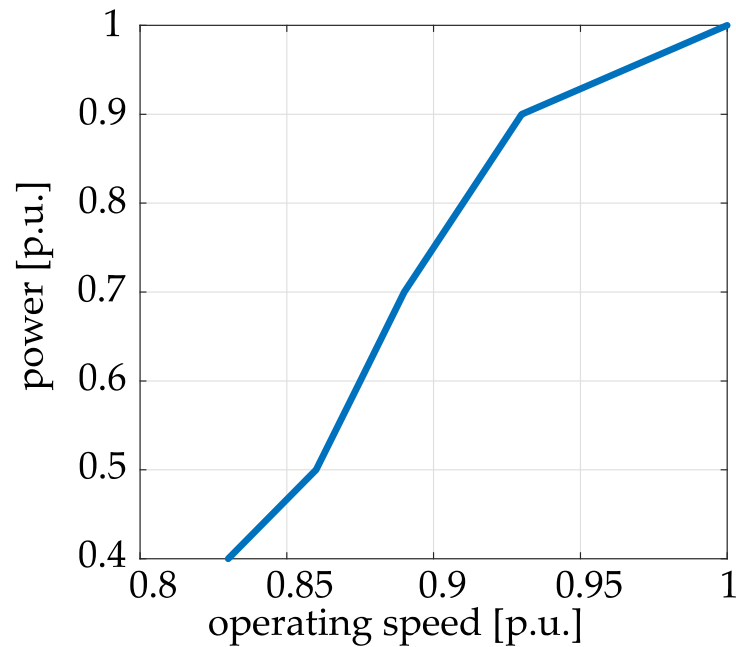


# Example 2: Differential power processing for gas/wind turbine + dc power corridor

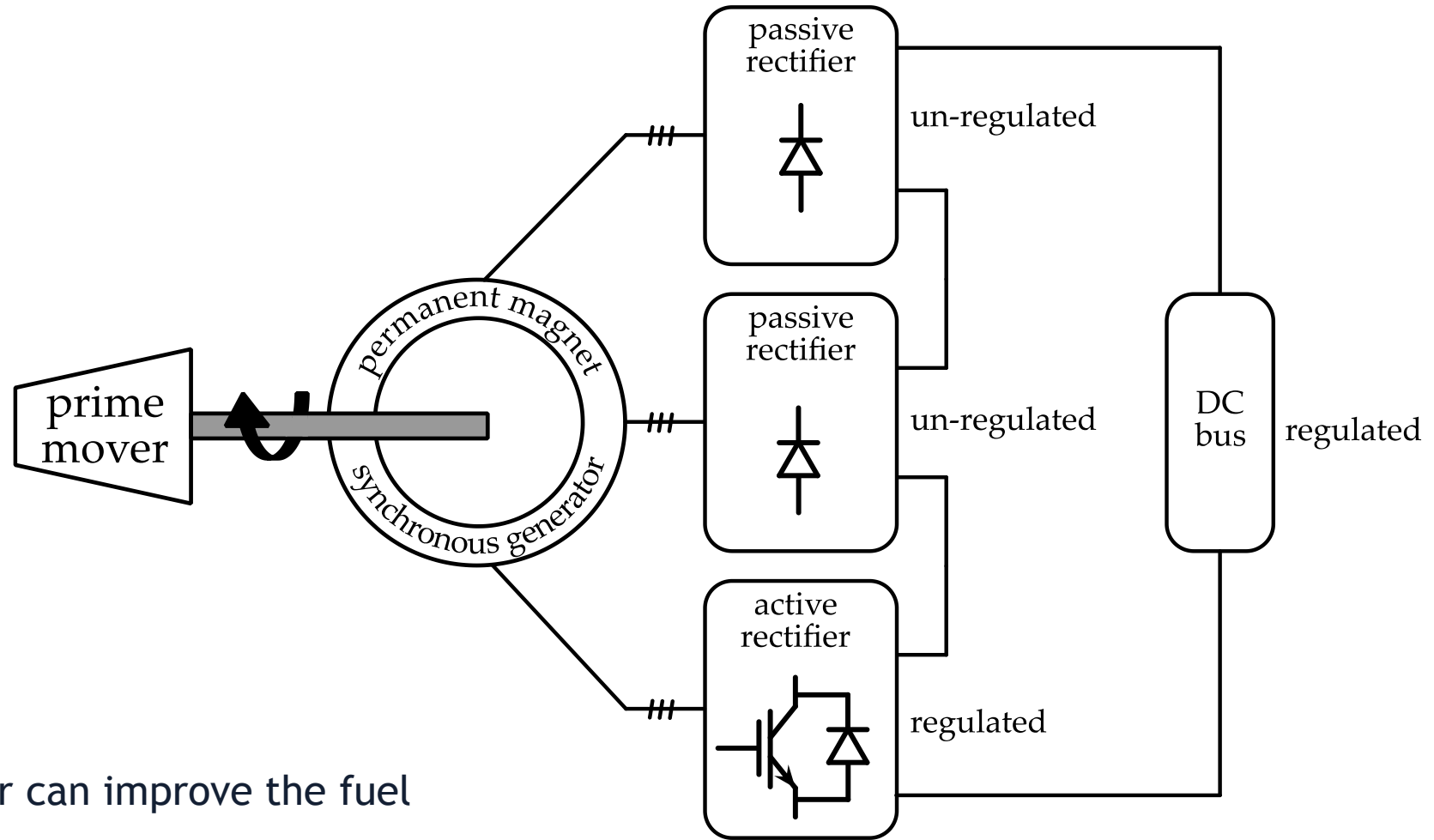


Varying speed of a diesel generator can improve the fuel efficiency by 3% at light load

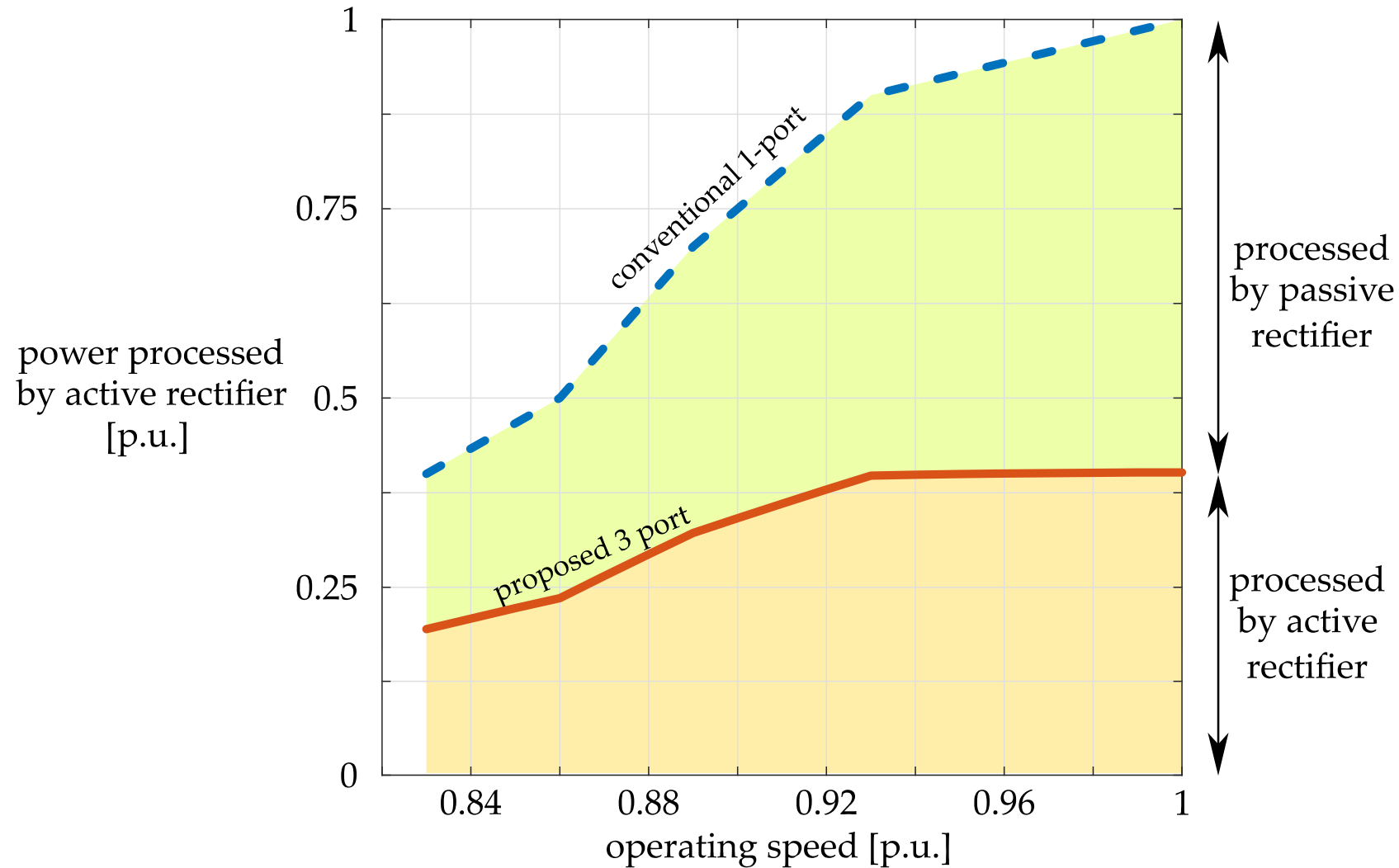
# Example 2: Differential power processing for gas/wind turbine + dc power corridor



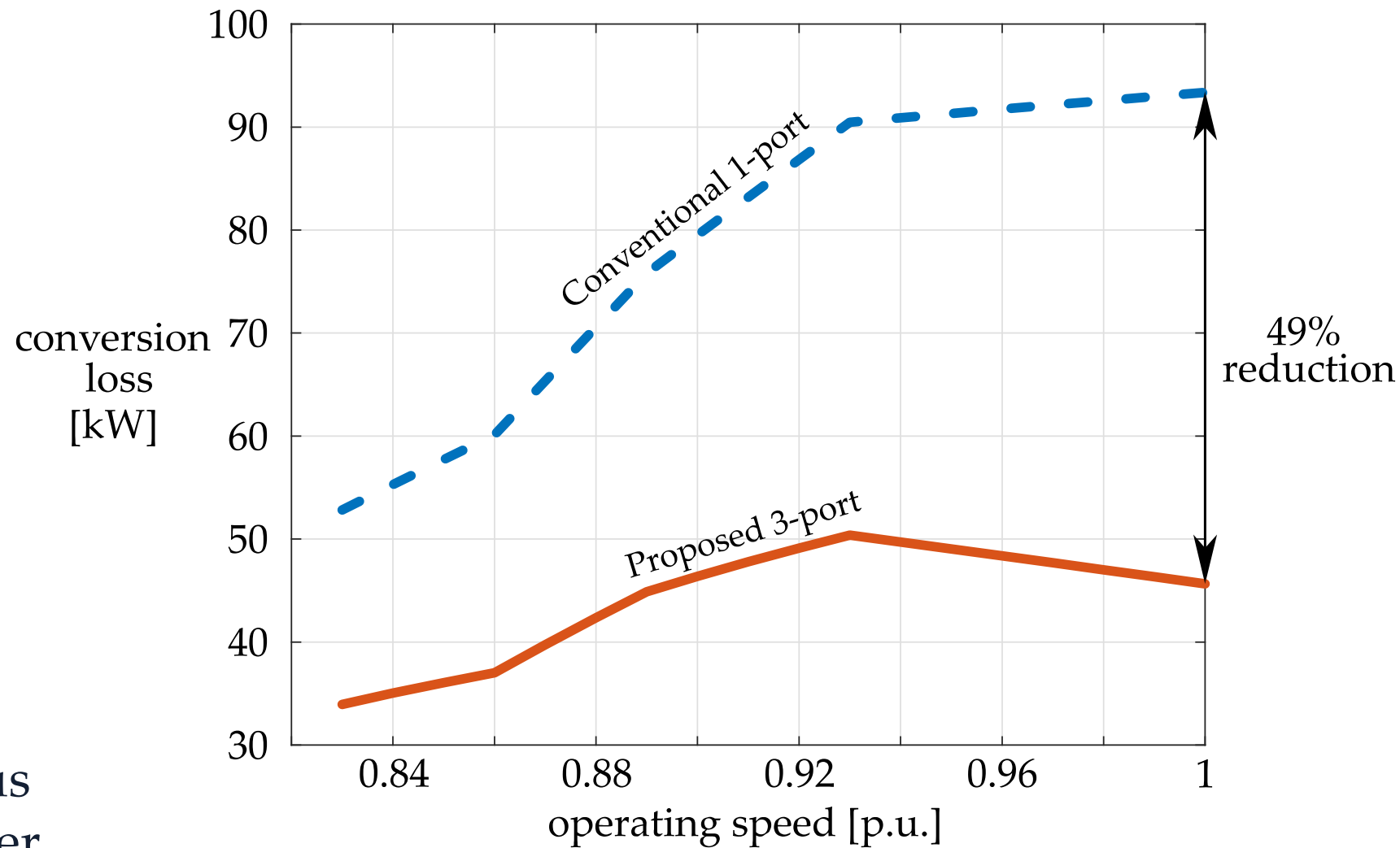
Varying speed of a diesel generator can improve the fuel efficiency by 3% at light load



# 60% of the power processed relatively inexpensively and more reliably



# Conversion loss is nearly half at the rated operating condition



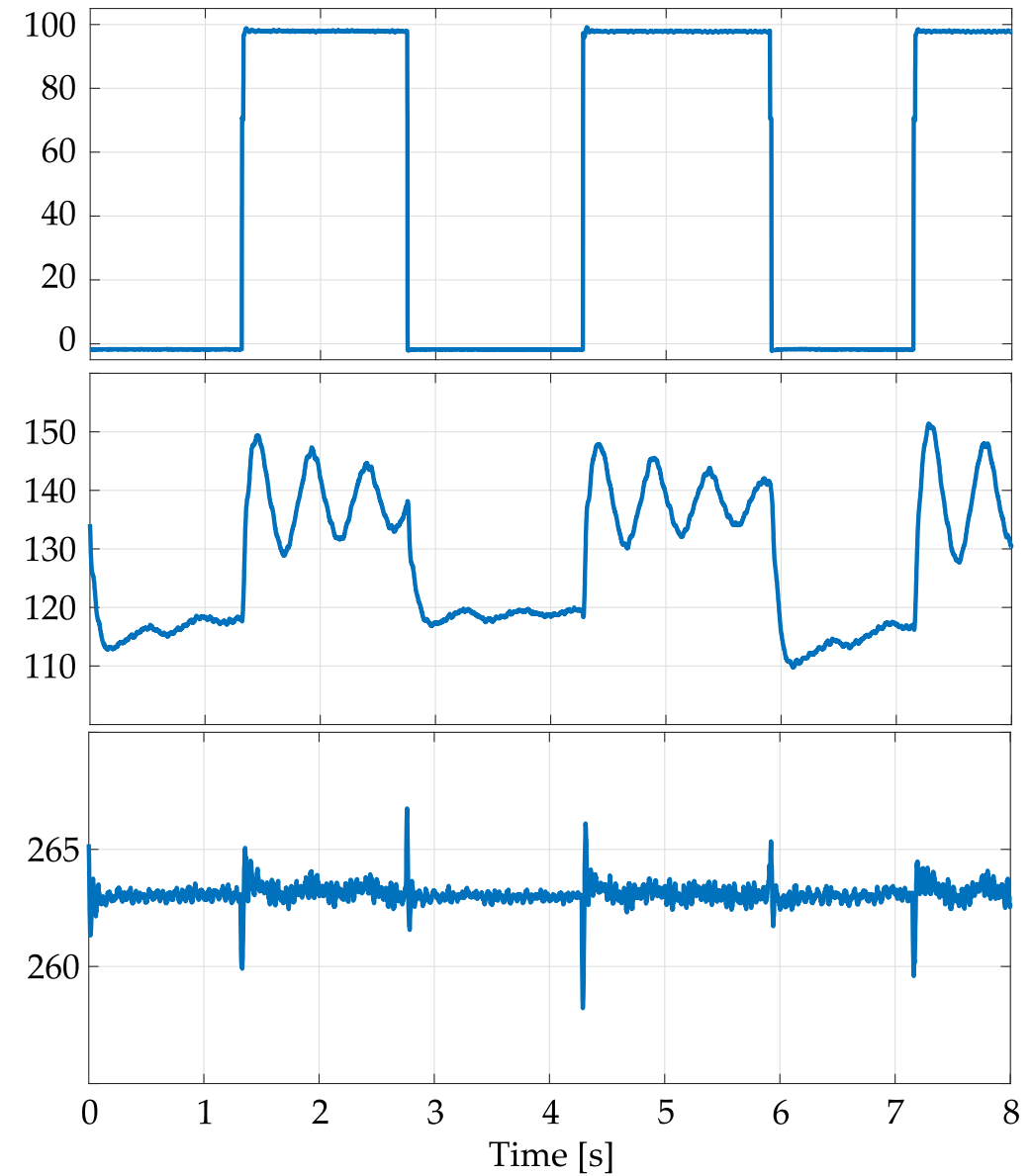
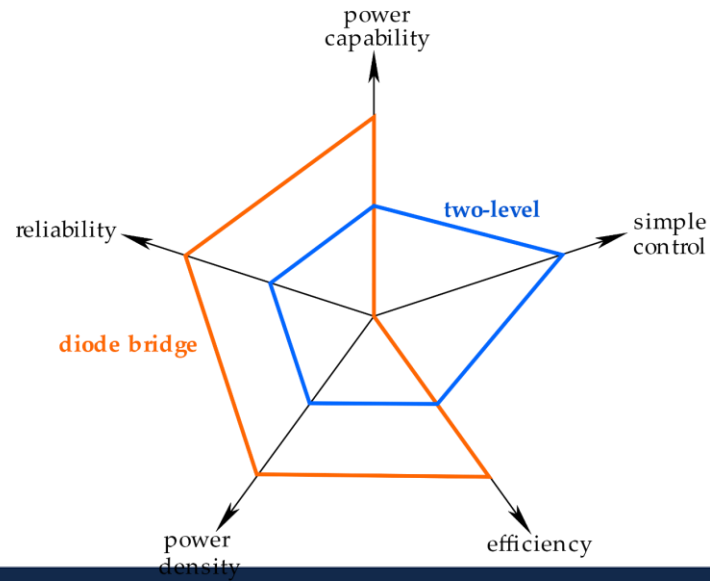
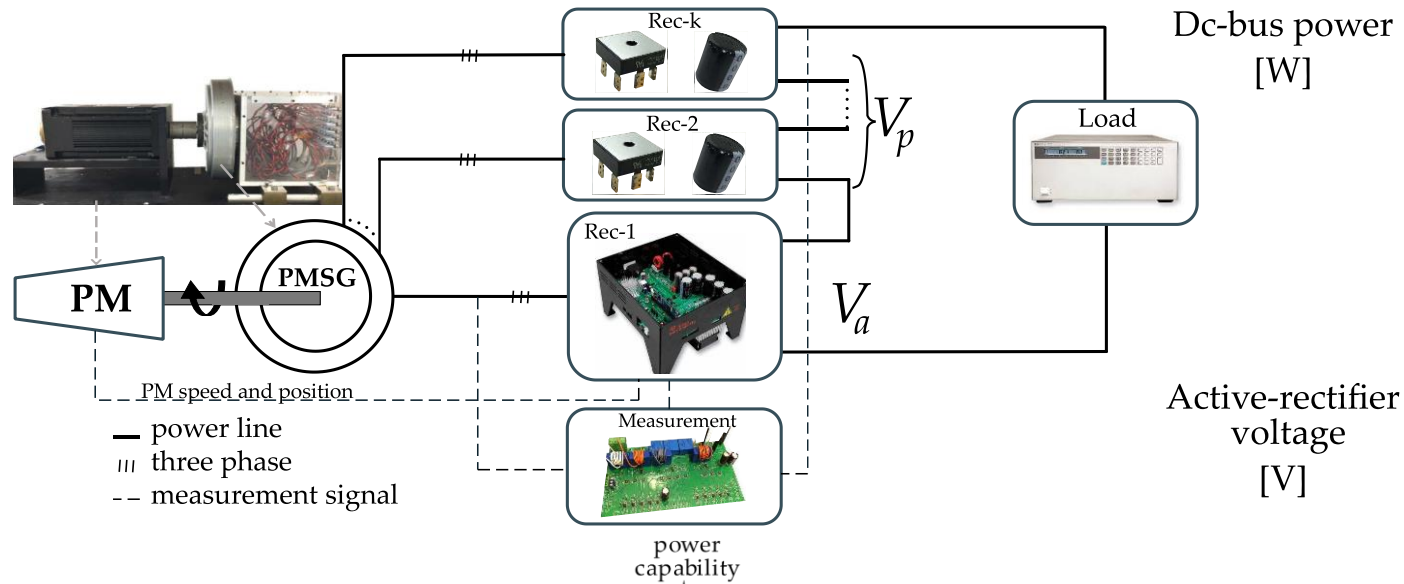
6 kV DC bus  
3 MW power



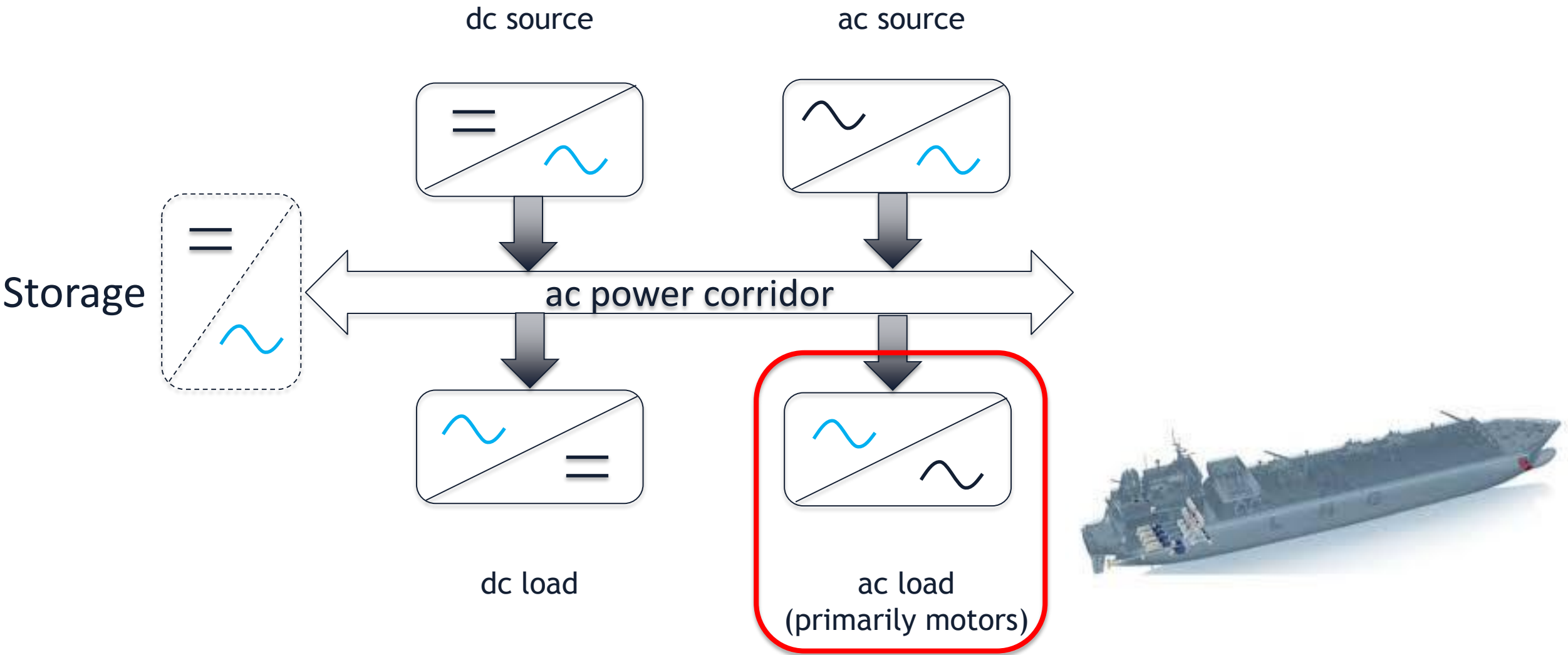
P. Huynh and A. Banerjee, "Integrated Generator-Rectifier for Electric Ship DC Power System," 2019 IEEE Electric Ship Technologies Symposium (ESTS), Washington, DC, USA, 2019, pp. 592-598.



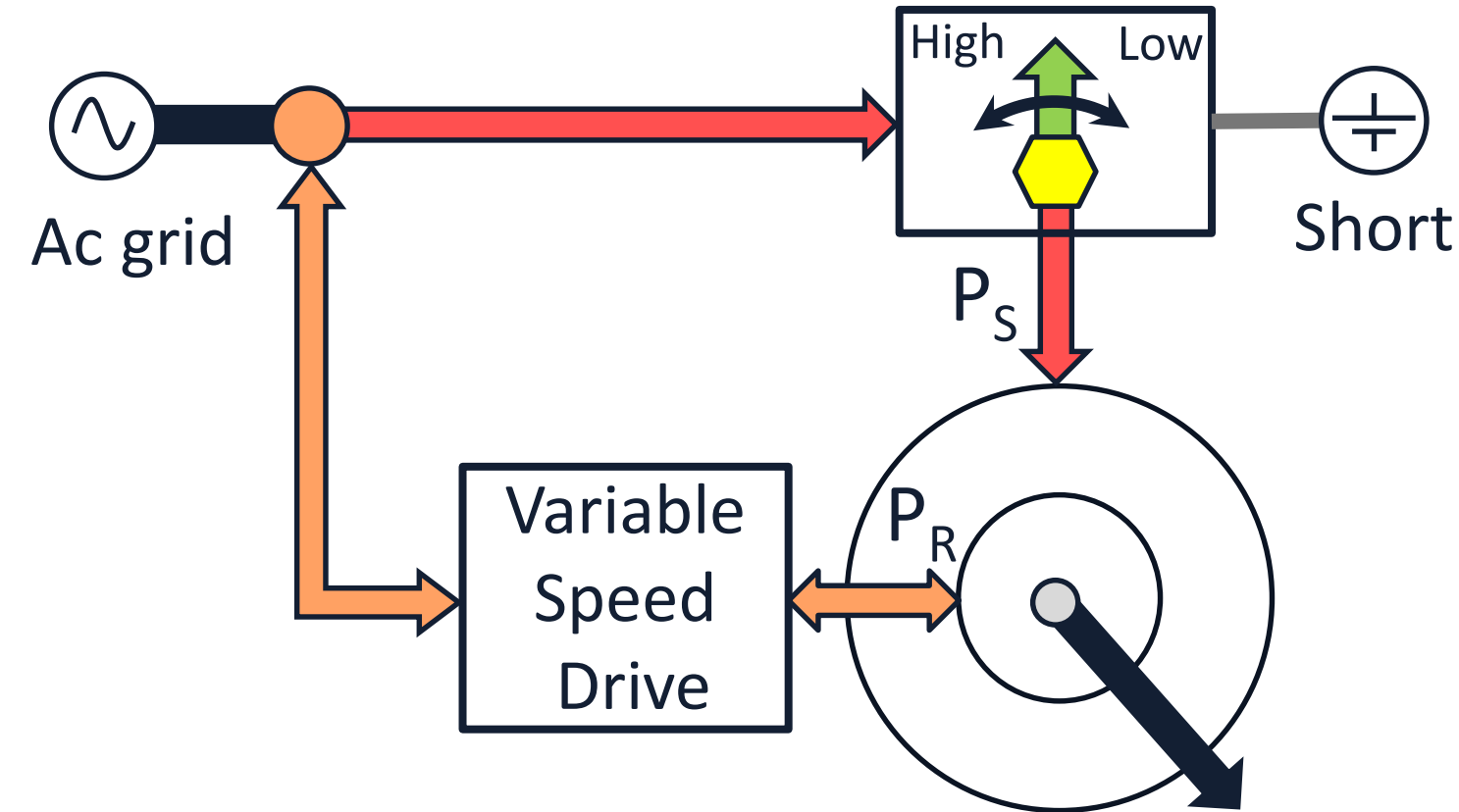
# Key enabler: Control Co-design



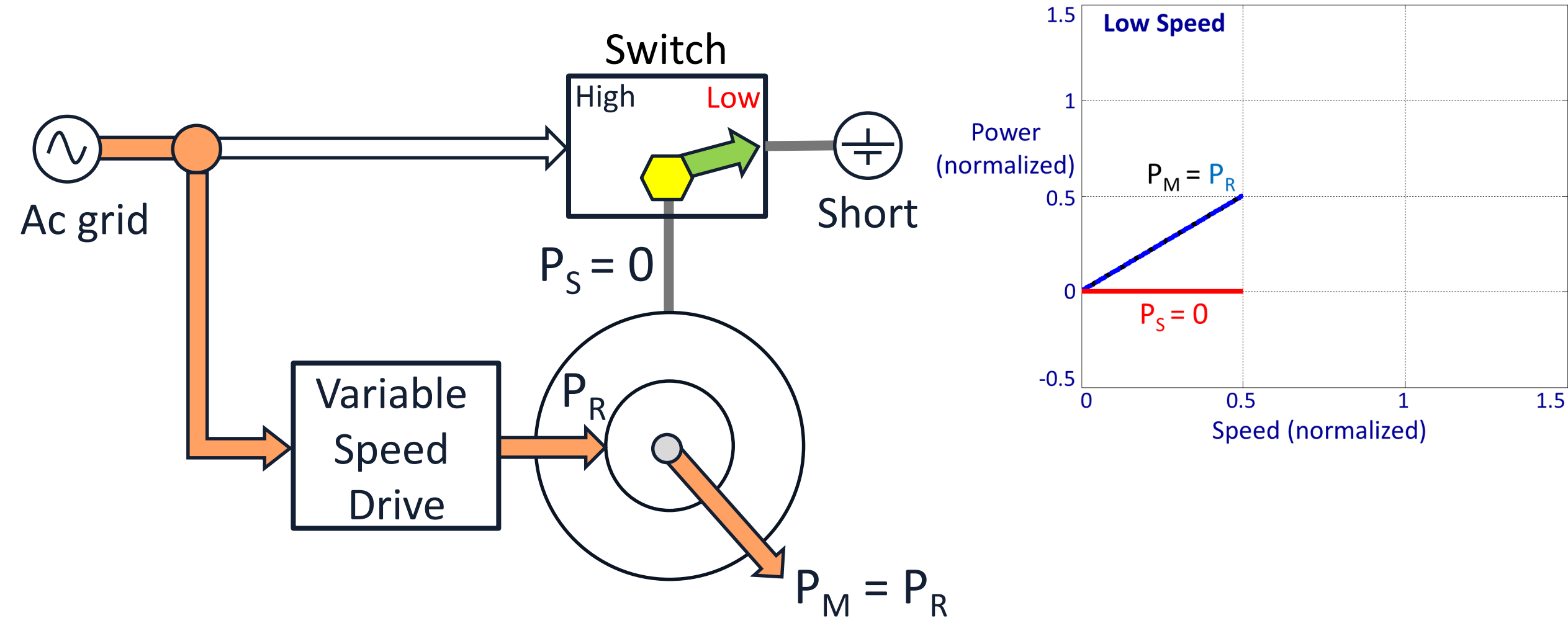
# Example 3: ac power corridor + propulsion motor



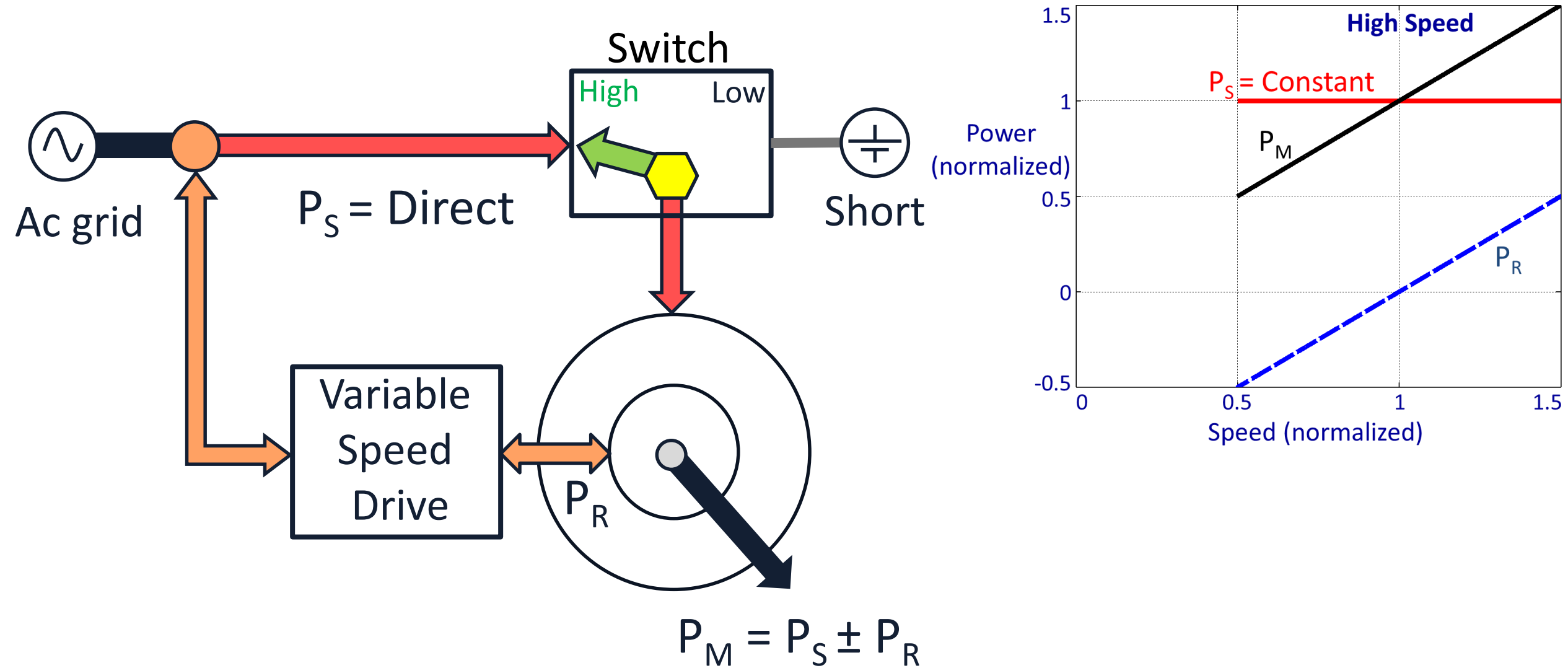
# Example 3: ac power corridor + propulsion motor



Switch is turned “Low” during low-speed, low-power mode

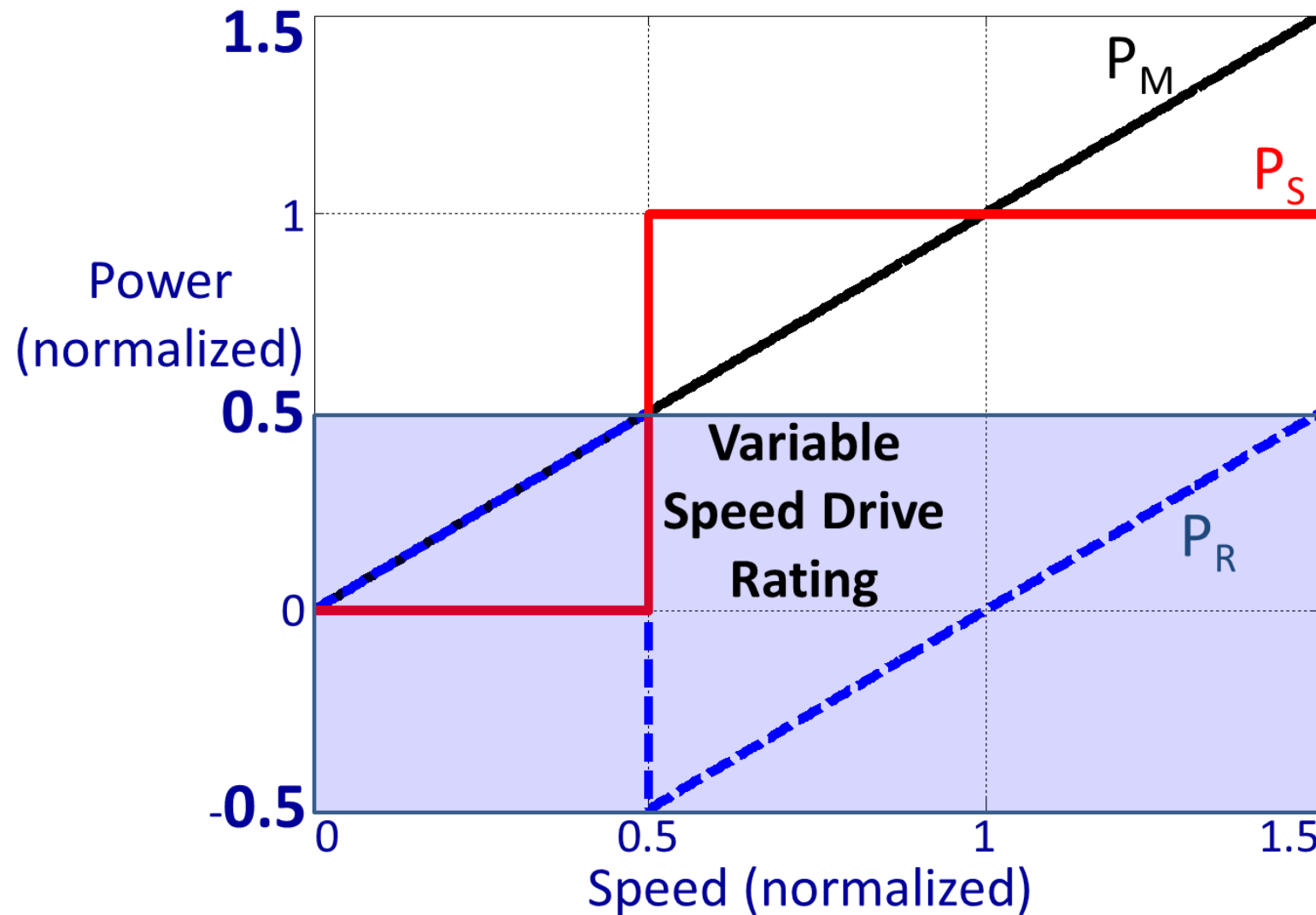


Switch is turned "High" during high-speed, high-power mode





# Size of variable speed drive reduces by two-thirds



# Laboratory-scaled ship power system

Generators (1.4 kW)

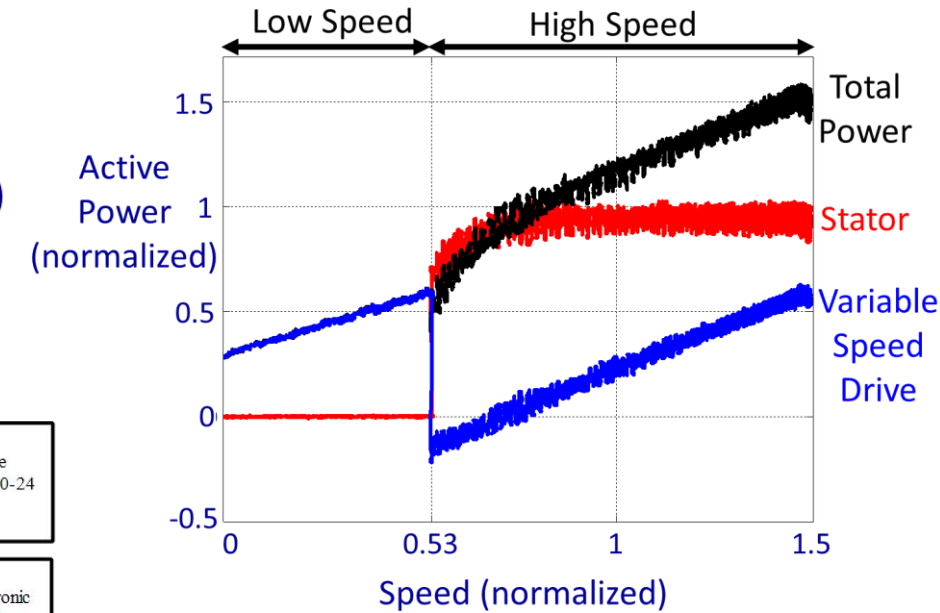
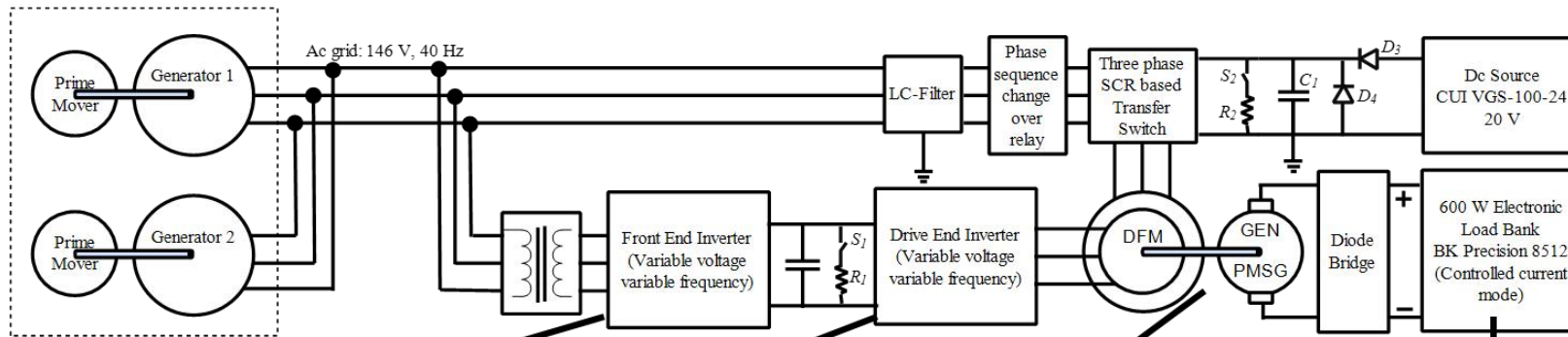


6 Machines

5 Control platforms (TI, NI, Matlab RTW, PSoC)

3 Data acquisition systems

2 Converters + Filters



Grid-side Conv.



TI C2000



PM Gen. DFM (1.1 kW)



DC  
Electronic  
Load Bank



A. Banerjee, A. H. Chang, K. N. Surakitbovorn, S. B. Leeb, and J. L. Kirtley, "Bumpless Automatic Transfer for a Switched-Doubly-Fed-Machine Propulsion Drive," in IEEE Transactions on Industry Applications, vol. 51, no. 4, pp. 3147-3158, July-Aug. 2015.

# Summary and Challenges



Differential/partial processing architecture inherently relies on control co-design

**Solutions are case-by-case basis**

- What kind of power corridor is better?
- How can we have a holistic approach to create microgrid power network architecture ?
- How do we take advantage of differential power processing to enable control co-design and achieve control objectives (Ref: Mario's slide)?





Thank you!

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[arijit@illinois.edu](mailto:arijit@illinois.edu)